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NEWS OF FOREIGN NAVIES.

The British torpedo-boat destroyers Trasher and Virago will shortly be sent out to join the Pacific squadron.

The Shikishima, battle-ship of 14,550 tons, recently begun at the Thames Iron Works, is to be completed in two years.

Admiral Mackaroff of the Russian Navy has submitted a plan for reaching the North Pole by means of ice-breaking vessels. He is of the opinion that an ice-breaking ship of 26,000 horsepower could reach the pole without difficulty.

The French armored cruiser D'Entrecasteaux, contracted for in November, 1893, is nearly ready for her steam trials at Toulon. She is planned after the American armored cruiser New York and is of 8,114 tons displacement. With 13,500 horsepower a speed of 19 knots is expected. The battery of the D'Entrecasteaux is composed of two 9 4-inch rifles in barbets and 12 5 1/2-inch quick-firing guns in casemates. The battery of the New York consists of 16 8-inch rifles in barbets and 12 4-inch quick-firers. The gun protection of the two ships is of the same thickness. As a long-distance cruising ship the French vessel has the advantage over the New York in being wood-sheathed and coppered.

The French second-class cruiser Friant of 3,739 tons recently went through a series of practical tests while attached to the Northern squadron. During six days' continuous steaming at sea the ship kept up a speed of 16 knots, and at the end of this severe trial steamed homeward and averaged 17 knots during 15 hours. She arrived in port in good condition with her boilers in perfect order, of which she had used 18 out of the complement of 20. The Friant was built at Brest in 1893, and made 19.19 knots on her trial trip. Her recent performance is an unusually creditable one and in marked contrast with the many failures in the French Navy.

Russia is building 11 armored vessels in its dockyards and by contract and two more are shortly to be begun. Eight of these have been launched, varying from four years up to the present year. The names and displacements of the ships in hand are: Ostiaba and Peresviet, each of 12,674 tons; Tri Sviatellia, 12,480 tons; Poltav, Petropolsk and Sevastopol, 10,960 tons; Rotislav and a sister ship, each of 8,880 tons; Admiral Apraksin and another of the same type, coast-defense ships, of 4,126 tons, and Khrabry, an armored gun-boat of 1,492 tons. Two battle-ships of 12,480 tons will be laid down at Nicolaieff during the present year. The Tri Sviatellia had her 12 hours full-speed trials last month and made 18 knots, or 2 knots more than anticipated. Her engines were built in England.

The Japanese battle-ship Yashima, built at Elswick, began her trial trips July 13 and concluded the same in about one week, during which she demonstrated the expectations of the builders as the speediest battle-ship afloat. Under a four hours' forced draught the speed averaged 19.227 knots with 14,075 horsepower, and under natural

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draught she averaged 17.26 knots and 9570 horsepower during six hours. The forced-draught speed exceeded the contract by 1.227 knots on the stipulated horsepower. Equally successful was the trial to determine her maneuvering qualities, for with the rudder hard over and both screws going at full speed the ship made a circle with a diameter less than one and one-half times the ship's length, and reversed her direction in about one minute. With the helm at an angle of 10 degrees the ship made a circle under full speed for a diameter three times her own length, and reversed her direction in 1 minute and 26 seconds. The Yashima is a sister ship to the Fuzi, recently completed at the Thames Iron Works and which attained a speed at her trial of 18.58 knots. They are 12,450 tons displacement, 274 feet in length, 73 feet beam and 26 feet 6 inches draught aft. The armor is of 18-inch maximum thickness, and the main battery consists of four 12-inch and ten 6-inch quick-firing guns. They have five torpedo tubes, of which four are under water.

General Robertson tells a story of the late General Benjamin F. Butler, which is new to me, and as the old hero himself told it to General Robertson it may be new to you as well. It happened one time when General Butler was in Portland. A great reception had been arranged in his honor, and the largest hall in town was engaged to hold it in. The place was lavishly decorated, and one white muslin banner especially attracted the General's attention. On it was painted in large black letters: "General Benjamin F. Butler, the hero of Five Forks." And beneath the big letters somebody had written: "And goodness only knows how many spoons."—Washington Post.

KANSAS CROPS.

Farmers Expect to Pay Thirty Millions of Debt.

In a recent New York dispatch ex Governor Thomas A. Osborn, of Kansas, talked cheerily of the bright outlook for Kansas farmers.

"My State is enjoying great prosperity," he said, "and the wheat crop is much larger than we imagined it would be. It is also the largest and finest grained wheat, and in the exporting market in Kansas City, 'Kansas hard,' which means the largest grain, is quoted higher than other grades.

"I do not like to use the word boom but that is just what the people are having, a great big boom. From a State supposed to have been mortgage ridden we enjoy the distinction of having more genuine prosperity than any other State in the Union. The mortgages on 30,000 or 35,000 homes will be paid off this fall, which means that the farmers will put out nearly \$30,000,000. Money is plentiful and no one seems to be suffering. The banks of deposit receive more money than they can take care of and a great deal is sent to Kansas City to the savings banks. No one wishes to borrow money, but many have money to lend."

NO MORE GRAVEYARDS.

Scheme Proposed in New York for Building Mausoleum.

A recent dispatch says that the Board of Health of New York has approved the plans of a new mausoleum company, and the latter will establish a sanitary mausoleum near High Bridge, with a capacity of from 10,000 to 12,000 bodies. The idea is to seal up the dead in cement receptacles, after exposing the bodies for several months to a current of air made chemically pure by passing it over sulphuric acid, and afterward by fire. When the body is thoroughly desiccated the receptacle is to be made air-tight. The sanitary authorities are reported to be well pleased with the proposed scheme, which avoids so many of the objectionable features of earth burial. It is proposed to erect a building 270 feet long, 75 feet deep and three stories high. The receptacles will be formed of concrete, four inches thick and jointless, in size a little larger than an ordinary coffin.

Sweden exported 7,500,000 boxes of matches last year.

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